





## THE VISION OF PEACE

## WHAT IT MEANT TO MEN WHO FOUGHT.

Mr. Philip Gibbs writes in the *Daily Chronicle* as follows:—

The word "Peace" means most now to the men who fought, and still remain alive. It will make them think back to those years of work when the thought of peace was a kind of weakness, tempting them to despair because there was no sign of it; those early years of trench warfare when the greatest advance was 200 yards or 500; those years of intolerable boredom punctuated by hours of dreadful news, not good, to remember, followed by other years when each big battle began with the hope of a quick finish and only led to new ridges, new slaughter, new abominations.

I was there at the start and I remember, now that Peace has made all that past history, the splendid optimism of the "Old Contemptibles," who came first into France, with kisses blown to them by village girls all along the roads, and fruit and flowers thrust into their hands as they went forward to the unknown front.

"Now we shall be long!" they shouted, and looked for victory in three months or so. Some of them fell at Mons and Le Cateau, and some on the Aisne, and there were not many left after the second battle of Ypres and Neuve Chapelle, except those who were lucky with "Blighty" wounds.

COMING OF THE ARMY. The New Army came out to France—the "Kitchener blokes," as we called them then, and I saw the first of them come, and others, and others, in a steady tide of youth, 11-months trained. They had been desperate to get out, believing quite honestly that they would be "Too late for the war." Too late, oh God!

For a little while, even after a spell in the trenches and personal encounters with the strength of the enemy, they had a queer hope, almost a definite belief, that the war would soon be over. Peace was generally three months ahead. Generals as well as privates, Staff officers as well as sergeants, shared that mystical faith in an early peace. "It will come as suddenly as war came," they said, and could give no reason for their faith. Gradually that idea disappeared. In its place came the awful conviction that this war would go on for ever and that Peace was but a mirage luring men of feeble minds. It was the doom of men to sit always in dirty ditches, to live in holes in the ground, to go on fighting and killing until it was their turn to be wounded, or blinded, or shell-shocked or gassed, or killed. For them civilisation was a memory—revived at times in French villages behind the lines—and the decent ways of life had disappeared, and "home" was another word that made for weakness and was not spoken of except a little while before seven days' leave (once in 18 months, and damned lucky, too), and a little while afterwards.

"PEACE TALK." Now and again the name of Peace reappeared in the newspapers. There had been "Peace talk" in Switzerland, Paris, London. There was a new kind of gospel being preached by way of Russia. "No annexations, no indemnities." "Fourteen points." The British soldier read these things, but was not excited by them. Nothing excited him now to the belief that war would ever end, as far as he was concerned. Any talk about "demoralised Germans" moved him to angry ridicule. There was not much sign of demoralisation about that lot who fought until every one of them was killed in the last night-raid. They came back with a tiger-pounce at Cambrai in November of '17.

Here and there, as I know, a padre kept up the old fetish to cheer up a battalion of tired men. "I have it of good authority that we shall have Peace very soon.... I can tell you boys that if you get through the next scrap.... And the answer he had was "Old stuff, padre!" and most of them did not get through the next scrap in that particular crowd. After all, the padre's authority was good. They had Peace very soon—even before the Armistice.

THE OLD PHRASES. The old convictions about the causes of the war, and its purpose, and its ideals, had disappeared very largely from our soldiers' minds. No one could tell them now that they were doing the things they had to do to save "little Belgium." In no official sense that I ever heard of, did the war have a purpose.

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was on many lips in early days. "This is a war to end war," or that other one, "We are fighting to kill militarism in Europe," or that greatest of all ideals, "We are fighting for the liberties of democracy."

Instead, if they ever talked on the subject, they said, "We are fighting to kill the Boche, and if we don't kill him he'll kill us." They looked back at England as it was reflected for them in the daily papers which came out to their billets, or as they saw it on leave, and for some reasons which they could hardly explain at all it distressed and angered them.

Let us tell the truth now that Peace is near. The photographs of society women who were "notable war workers," made them deeply ironical. The strikes, and the wages of munition workers and miners and other labourers, not under shell fire, filled them with a sense of injustice to themselves. They desired the death of the profiteers by poison-gas. They were anxious to make sand-bags in front line parapets of elderly gentlemen who made patriotic speeches at great banquets, what time they—the fighting men—were being eaten by vermin in shell holes under the fire of great guns.

Yet they went on with the joy of war, grimly, patiently, doggedly, not without gaiety now and then, not without compensations for all wretchedness in comradeship and the prestige of valour and the joke that was always handy: except in the very bad hours, and hardly a soul in all that Army, not one that ever I met in health and courage, would admit the chance of defeat, or anything but our supremacy in the long run at some time unknown.

and won slipped from under them, did they envisage the chance of actual, and utter defeat. Even the prisoners who marched away under German escort called out to Belgian people, stricken with fear, "We shall beat them yet!" So Belgian people told me when the British came back.

I think it was on the day when we broke the Droocourt-Queant line in September of last year that victory and peace came in sight at last. Those masses of prisoners coming down, almost in battalion formation, German Guards among them grinning at their captured comrades, belonged to an army that was breaking. The German war machine had cracked at last! Those three last months were the wonderful epic when French, British, and American Armies—the Americans had come now in a great tide, and were fighting big battles—moved forward day after day in an irresistible drive. The British Armies gave the terrible coup de grace to the German war machine.

ARMISTICE DAY. It was their hammer strokes, after the combined victory on the Marne, which, as Marshal Foch said, brought the final decision. We entered great cities and were rewarded by the joy of their populations liberated after all those years from the rule of the field-grey men, and then, on November 11, on the way to Mons, I heard the news for which all the world had been waiting.

Under their white flag the enemy had made abject surrender and had signed the terms of armistice, and that morning, for the first time in all the war, there was no sound of guns, and that night there were no evil flashes in the sky, but only the sweet light of the stars.

That was the real day of Peace for our fighting men, when the river of blood which had flowed through many fields was stopped at last, and the last of our living boys were relieved from death. They were not excited, outwardly. They told the news to the peasants they passed in their questing France.

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there was gladness because the grisly job was done. The soul of England will be silent for awhile at this news of Peace, or should be so, in remembrance of those who fell to gain it—that million dead boys of ours who belong to the great ghost army which will for ever haunt the fields of battle, and all that other youth of their nations—how many millions more?—who joined those ranks in multitudes.

ARMIES OF THE DEAD. I think of them on the Somme, round Arras, on the way to Passchendaele, south of St. Quentin, in other fields where I saw them lying—so many of them. I think also of those young Belgians I saw upon the Yser, and in Dixmude and Perwez, and other flaming towns; and of the French, whose sacrifice was vast through all the war, amazingly heroic, and of the Americans, who came fresh and splendid into the last phase, and offered their youth also to the departing monster of war.

## GENERAL NEWS.

MILLION DOPE FIBRES. The steady increase in the widespread use of narcotic drugs for other than legitimate medical purposes has been confirmed by the investigations of the United States Treasury's special committee, which has just submitted a final report. The number of persons addicted to drugs in the United States is estimated, writes Reuter's Washington correspondent, to be in excess of 1,000,000. It has been stated that about 90 per cent of the opium and cocaine entered for consumption is used for other than medical purposes, the report says, and enough opium is consumed in the United States every year to give every man, woman, and child 36 doses.

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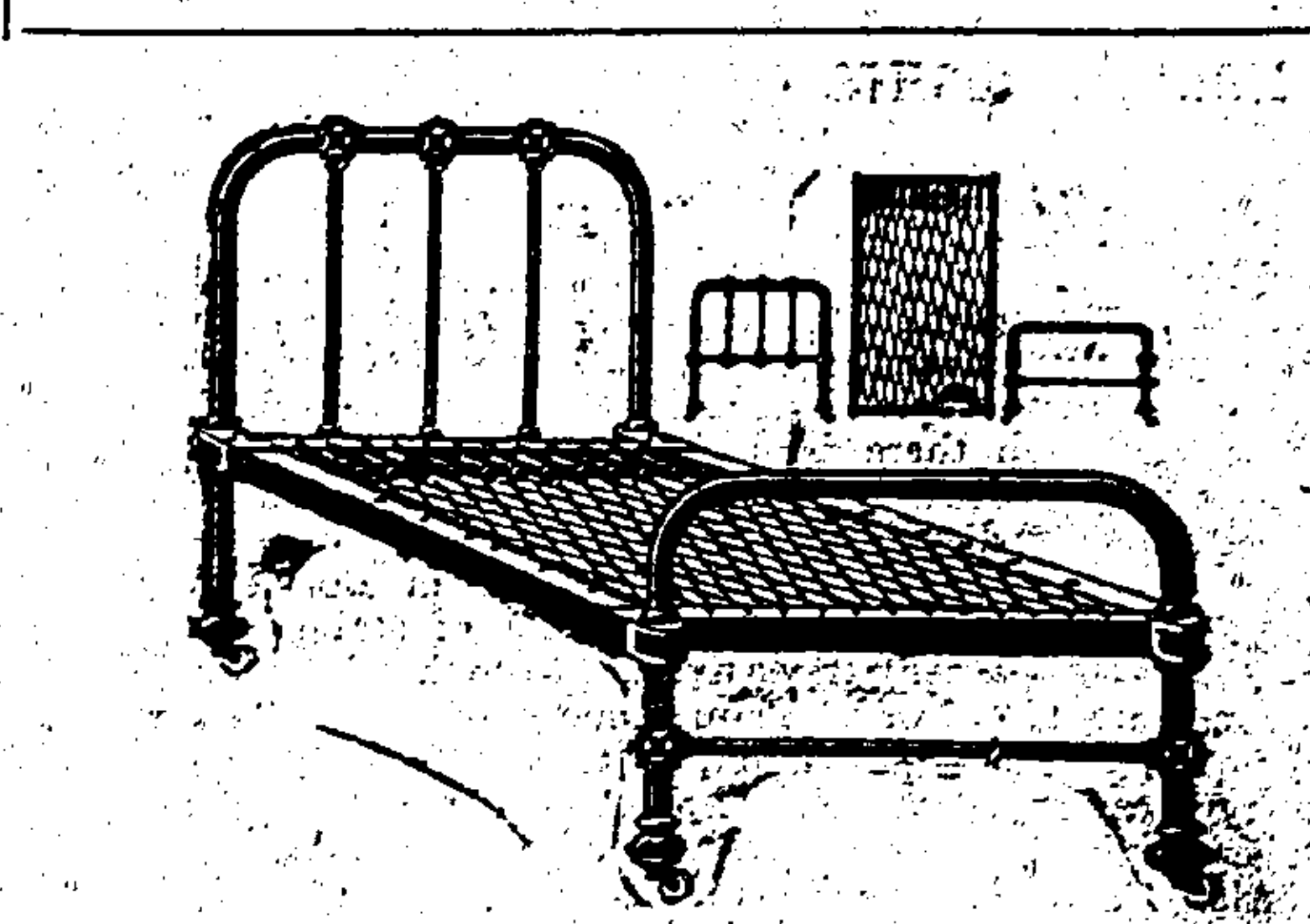
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## MARRIAGE.

WHITE-PANNEL. The marriage of Lieutenant H. J. White, of Hongkong, to Miss Dorothy Mary Pannell, second daughter of Mr. and Mrs. F. Pannell of Exmouth, South Devon, took place on the 6th August, 1919, at Devonport, England.

# The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 7, 1919.

## MORE THOUGHTS ON INDUSTRIAL UNREST.

To-day every civilised community appears to be convulsed by disorder and agitation. Our miners, police, bakers and railway workers are now demanding better all round conditions as regards pay, hours and holidays. It is relatively easy to check revolutionary unrest—when there is open resort to force. It is then the elements of order draw together and invariably overpower the armies of revolutionary disorder. Sometimes society dissolves, as was seen in the case of the French Revolution or in Bolshevik Russia; but in the end almost inevitably some form of stability is brought about. People naturally try to live, and to do that, is quite impossible in a constant state of war. Though many of the strikers at Home have not been of a long duration, yet that there is industrial unrest is everywhere apparent. This has even developed with our police who have hitherto always provided an object lesson in conciliatory methods. "Downing tools" has apparently become a habit with the British workman. France and America are having their share also, and all sorts of grievances have been displayed in Labour's shop-window. To our mind there is only one way of reaching a settlement—going right down into the root of troubles and removing legitimate grievances. The moment that is done, the saner elements in a dispute draw out and by so doing assist in the organisation of order. One of the worst features of the general situation is the hold-up of business. For the next decade the world has plenty of work in sight. With the communities of the world inter-dependent, the loss of production at present is very serious. This wastage must inevitably affect the cost of living. What has captured the minds of most workers is that now is the time to make a settlement with, and take more from, the oppressor, Capital. This is all the more curious when we reflect that the sum total of the spoils were never more small. Possibly it is the reaction from if, adverse conditions that have been faced during the past five years. In Hongkong we have been facing the claims of the workers. Reason is in their minds, and they are not so much as they were. It is a sane and logical thing to do, and touches us on a sore point, for the British Diplomatic Service has not been conspicuous for the success with which it has advanced the trade interests of the Empire. Germany's merchant diplomats will soon be loosed upon the world. They will stick at nothing. In the countries to which they are accredited, "newspapers" will be bought, or new ones created. A commercial spy system will be organised. Money will be lavished on propaganda. These and other things are to be expected. The new German agents will be loosed upon the world.

## NOTES AND COMMENTS.

### OUR MARINERS.

Here in this great British port we welcome the news that the British War Medal is to be granted to men of the Mercantile Marine who did service for six months during the war, whilst another medal is to be awarded to mariners who completed at least one voyage in a danger zone. Stewards and other women aboard ship are also to be eligible for these awards. In the early days of the war, the part which was being played by the Mercantile Marine was often overlooked. Neither the Government nor the public appeared to realise that the carrying on of "business as usual" by our ships was a matter as vital to success in the war as the exploits of our Army and Navy. Neither were the hardships nor the perils run by our merchant seamen appreciated at their full value. We are glad to think that since those days the nation as a whole has come to realise what a magnificent part the Mercantile Marine played in the great struggle for liberty. The men who go down to the sea in ships have worthily upheld British maritime traditions; no praise of their efforts can be too high. They filled a very essential role; but for them, we should have known what starvation and defeat mean. They have won their right to the war medal; more than that, they have won the lasting gratitude of the whole British people.

### PROFITTEERING.

If there was profiteering at Home during the war, it would seem, if we are to judge by the latest papers to hand, that there is plenty of it still going on. Government control measures protected the public during the war period, and even at this time of day it has become necessary for the authorities to step in and prevent the fleecing of the people again. We will quote one or two instances to show what is happening. At a recent meeting of the Wool Council in London it was decided to appoint a committee to control the trade from the raw materials to the finished goods. It was stated at this meeting that although wool supplies were much more than sufficient, prices were going higher and higher as stocks became larger and larger, and it was alleged that there must be profiteering somewhere. If cheap and abundant wool went with dear goods, the Board of Trade representative told the gathering that he was prepared to go to Parliament for such powers as might be necessary to bring down the excessive price of woollen necessities. To take another case. In March last, timber was decontrolled, but since that time there has been a tendency to demand excessive prices for certain varieties. As a consequence, the Timber Controller has warned all dealers that if the excessive charges continue, Government stocks will be sold to the consumer at the maximum price in force in March. One more instance. The Food Controller at Home has just made an order restricting dealings in certain scheduled seeds, oils and fats to persons licensed by the Ministry, this step being necessitated owing to the excessive rise in prices and to limit speculative sales and purchases of raw materials.

## THE POSITION IN HONGKONG.

The cases which we have cited may be regarded as an interesting sidelight on the increased cost of living at Home. Woollens are necessary for clothing, timber for house-building and fats for various foods. And with profiteering in all these commodities—apart from any others—it is absurd to attribute the higher cost of living solely to the demands of the workers for more wages. Higher wages have had to be granted to many employees in order that they may be able to meet the cost of living, which has been materially increased by profiteering. If there is profiteering at Home, there is profiteering here also. We know it. There are more opportunities for it, too, as there is no Government control exercised. We all know how prices locally are raised on the slightest pretext, and we also know that "salaries" have not advanced in anything like a corresponding ratio. But apparently the sellers in Hongkong are to make their own sweet way in these matters, with no one to say to them, "So the public have the problem of living becoming more and more acute every day."

## DAY BY DAY.

DEAD MEN'S SHOES HARDLY EVER FIT THOSE WHO ARE WAITING FOR THEM.

The Shinyo Maru, which has been in dock, came out to-day.

Mr. George Grimble left by the Empress of Asia to-day for a holiday in Japan.

Up to the time of going to press, no further news has been received of the s.s. Haurato.

Yesterday's health return shows two fatal cases of cholera and one non-fatal occurrence of paratyphoid fever. All were Chinese.

Amongst the military officers who left for Home by the Empress of Asia to-day were Lieut. Col. Passey and Lieut. B. L. Stephens and R. F. Forbes, R. G. A.

The Treasurer of the Society of St. Vincent de Paul begs to acknowledge most thankfully the receipt of \$110 toward the funds of the Society from two anonymous donors.

A Chinese was to-day sentenced to a fine of \$20, or three weeks' hard labour, for the unlawful possession of 30 catties of rice. He said that he obtained the rice from an M. B. K. boat.

A large number of officers from H. M. S. Kent left for Home by the Empress of Asia to-day. They included Capt. J. D. Edwards, Lieut. Commander Lavington and Surgeon. Commander Eastman. Commander Finlayson left by the Atrous.

The Rev. G. T. Waldegrave, M. A., Hon. T. C. R. N., the Missions to Seamen Chaplain at Lowestoft, has been appointed Chaplain of the Missions to Seamen, Hongkong. He is expected to arrive in September when he will take over the work from the Rev. W. T. Featherstone who has been acting Chaplain since April, 1913.

A Chinese from Australia brought with him a revolver and 250 rounds of ammunition into the Colony, and was arrested on a junk yesterday on his way into the country. Brought before Mr. R. E. Lindsell, he pleaded that he was ignorant of the Hongkong regulations and was mulcted in a fine of \$200. The alternative sentence was six weeks' hard labour.

A coolie who was found carrying a piece of wood believed to have been cut from a tree was brought in by the Police, and charged before Mr. R. E. Lindsell to-day. The piece of wood showed traces of having been sawn off; but notwithstanding this, he attempted to convince the Court that the piece of wood was blown down by the wind from the dead branch of a tree. The Magistrate fined him \$10, or 14 days.

A raid was yesterday made by a coolie on the pantry of the Kitan Maru which was alongside the Kowloon Wharf. Preserved fruits were his speciality, and he gathered in some 29 tins which he carefully wrapped up in a piece of matting. While lowering himself from the steamer on to the wharf, he was seen and arrested. To-day he said good-bye to the delicacies, for he has to go into gaol for four weeks.

The report current yesterday that the s.s. Kwangsi which was proceeding to Hongkong Tuesday evening from Canton was attacked by bandits is absolutely unfounded, says the Canton Times. This steamer was searched by the Customs at the Forts at Boca Tigris, and this resulted in the delay which caused some excitement. It is reported that this steamer was searched by the Customs on account of smuggling having been suspected.

A cunning device was used by an arms smuggler to conceal ammunition. He had recesses drilled in the sides of a wooden case and in these the ammunition was concealed. The case was examined by the Police on the man's arrival here from Sydney. Suspicions that such a box should be so heavy, they broke it and discovered 407 rounds of ammunition in the case.

## MUSICAL JOINTINGS.

(BY "ENHARMONIC.")

The following is the programme of the first of the series of Organ Recitals to be given by Mr. J. W. White, at St. John's Cathedral next Monday at 9.15 p.m.:  
1. Imperial March. Elgar.  
2. Evening Prayer. Smart.  
3. Motett: "Crossing the Bar." Bridge.

4. Choral Preludes: (a) "Old 104th." Parry.  
("Like clouds are they borne To do Thy great Will.")  
(b) "Malcolm." West.

("New mercies each returning day Hover around us while we pray.")  
Hymn 19.

5. Adagio Cantabile (from Symphony in G minor.) Lohengrin.

6. Two miniatures:  
(a) Allegretto Pastorale. Higgs.  
(b) Andante Tranquillo. Higgs.

7. Motett: "There is a green hill." Burstall.  
8. Festal Commemoration. West.

The Motette will be sung by seven voices, unaccompanied, the setting of No. 7 being that of the late organist of Liverpool Cathedral. The descants on verses 2 and 4 of Hymn 19 are by Mr. J. W. White.

The worthy Editor took a mean advantage of me, yesterday, by publishing in his news columns, details of the musical career of M. Leo Podolsky. I rather think it is not exactly playing the game, for I have enough trouble as it is to fill this column with local musical doings and I think he might have passed the matter over to me, just to help things out. [Yes. And by the time your column appears, the news is stale.—Ed. H.K.T.]

Well, that does not matter, since it is now known that M. Podolsky has established his claim as a front rank artist? But a recount of the pianist's attainments gives very little idea of his superb talent. I had the pleasure of hearing him play some Chopin valses and nocturnes the other night. His interpretations of the "Resurrection" Polonaise and the Nocturne in A, were a revelation. I have heard many pianists during my long sojourn in this no man's land of music, but few can compare with Podolsky. His delicacy of touch, perfect phrasing of the "grace notes" and the virile power with which the formidably passages were attacked was wonderful.

In the Editor's "Comment" it was stated that Podolsky is a fine example of the Godowsky school. Rather would I say that he is a fine example of individuality which reminds one of Godowsky. I dislike the term example of such and such a school. In savours too much of imitation. Podolsky does anything but imitate. He reads in Chopin certain apparent meanings which cannot be ignored by any student of the Polish master, but there is the underlying feeling that the poetry of his works has appealed to a new temperament. That is the feeling, and I cannot explain the difference. I don't think any true musician can explain it. It is an auditory sense, and only music lovers can appreciate the fine differences. Podolsky is a wonderful pianist and if he belongs to a "school" it is the "Podolsky school."

I wonder when the gentleman possessing a very fine touch on the piano will give certain Kowloon residents a rest from "There are Smiles." If ever there was any hilarity about the rotten composition the pianist we have in mind has knocked all the fun out of it, months past. "There are Smiles" is a good old drunken bar-room jig and very appropriate after the unwholesome "whisk" but sandwiched between really excellent played selections from Debussy and a touch of the "Moonlight"—Oh, Lord!

## RICE FOR HONGKONG.

A CANTON DECISION.

Since the Canton Food Relief Association has received two telegrams from the Tung Wah Hospital at Hongkong and the Kwong Wai Hospital in Macao, asking the Association to appropriate rice to those two places to relieve the people, the Canton Food Relief Association held a meeting yesterday and decided to ship 20,000 piculs of rice to Hongkong and Macao.

## SMUGGLING OF RICE TO HONGKONG.

Since the dearth of rice at Hongkong, some of the Canton rice merchants have secretly exported native rice through the cooks of the Hongkong steamers, says the Canton Times. It is reported that every day at least two hundred piculs of rice goes to Hongkong in some way. Owing to the shortage of rice here, the Government has prohibited exportation to outer ports. During last week one hundred piculs of rice was seized by the C. M. Customs, authorities who sold the rice at auction at four o'clock yesterday afternoon.

As every bag of rice reaching Hongkong from Canton would net the smuggler ten to fifteen dollars every possible way has been invented to transport the grain away.

## H.K.P.R. ORDERS.

MAGAZINE COMMITTEE.

An important meeting of the Magazine (Police Reserve Gazette) Committee will be held on Monday the 11th inst. at the offices of the Business Manager (Messrs. Noronha and Co.) at 3.30 p.m. The attendance of all members of the Committee is earnestly requested. The meeting is being called to consider the cessation of publication of the Gazette, and subscribers and others interested are invited to attend.

into a little room with no furniture save a piano and a few straw chairs, asked if his visitors would like to hear some music and sat down at the piano and played. The amazed girl saw tears rolling down the stern forbidding face of the gentleman, who bade the musician stop—it was too much; and thanked him in a tender, motherly way. There followed a little scene over leaving the basket, "just some of the wine he had fancied the other night" (he protesting and seeming vexed) before they said good-bye. And going down the stairs the gentleman, wiping away her tears, said to the girl: "Never forget that you heard Chopin play!" For Chopin it was, in the year of his death.

A piano recital given by M. Cortot at Wigmore Hall recently, created somewhat of a sensation. says a home critic. The British public is waking up; it has succeeded in realising that M. Cortot is a great artist. His playing of Cesar Franck's Prelude, Chorale and Fugue was remarkable for its depth of insight, unity of idea, and control of colour, to say nothing of the flawless technique. Still more notable was his playing of the twelve Preludes of Debussy. The composer's intentions can seldom have been made so clear to the hearer. One wondered, in fact, why one had ever thought the music vague and obscure. It was a great feat, but before the twelve had been played one realised how limited is Debussy's range, fascinating as each individual Prelude is.

Some new violin music has just been issued of which the most interesting and important examples are *Two Romantic Pieces* (Anger) by Coleridge Taylor. These are indeed charming; they are early works of this gifted composer, fresh in inspiration and with the details worked out with the proper care which is lacking in some of his later works. Alfred Moffat's *Retrospects* (Anger) are evidently intended for players of very moderate ability. There are six pieces in the book, all very tame and uninteresting. They are not so much as they were. They are not so much as they were. They are not so much as they were.

## TO-DAY'S MISCELLANY.

One of the great privileges of being an Elder Brother of the Order of the Prince of Wales is to be admitted to the right to wear the uniform on ceremonial occasions. His Royal Highness has no need of this picturesque attire, but Mr. Balfour and Mr. Asquith have frequently found it very useful, and we believe Lord Rosebery has at times taken advantage of the privilege. The Elder Brothers are divided into two groups, the acting and the honorary, and it is to latter section that the Prince will be added. In due course, no doubt, he will succeed the Duke of Connaught as Master, a position which the King filled until his accession.

Gambling clubs in Berlin have, according to Dr. Max Epstein, who contributes an article to the *Wellbucke* on the subject, become a real German danger. There are, Dr. Epstein states, sixty gambling clubs in Berlin, in many of which card money amounts to between 10,000 and 15,000 marks daily, and which altogether yield about 800,000 marks daily in card money. This authority estimates that in one or two of the leading clubs a million marks is lost every evening. Individual losses of 80,000 marks, he says, are not rare. Losses of a thousand marks are normal, and men and women who lose 10,000 marks are regarded as small players. Dr. Epstein points to the obvious moral effect of this mania and deleterious influence on all concerned, and deplores the fact that not only in Berlin, but also in Aix, Chemnitz, Crefeld, Essen, and other manufacturing centres men of means game with questionable characters. Men of rank and position, Dr. Epstein declares, not only gamble in clubs, but rent their apartments and sell their houses to gambling associations, and he fears that the mania will spread to other classes.

Although archery still has its followers, as we reminded by the recent competitions at Cheltenham, modern bowmen seem unable to cover the range attained in bygone days. Keade, a famous archer under Charles I, states that the ordinary range of the bow was from 300 to 400 yards. The clubhouse of the Royal Toxophilite Society in Regent's Park contains, among other treasures, a bow and arrow, with which, according to Thomas Roberts' "English Bowman" in the year 1795 Mahmud Effendi, Secretary to the Turkish Ambassador, shot 482 yards, in the presence of three gentleman members of the Toxophilite Society, who measured the distance. This would appear to be the longest bowshot authentically recorded; it may possibly have been exceeded with the old national weapon of yew. Unfortunately a certain obscurity enfolds the actual achievements of the archers who wrought such havoc at Crecy and Agincourt. Of recent years nobody has equalled the record achieved by Sir Ralph Payne Gallwey, who, shooting in 1906 on the golf links at Le Touquet, covered a distance of 367 yards with his best arrow.

Germany is making elaborate preparations for the trade war. Her idea appears to be that if she can beat us there she will have accomplished fairly substantial vengeance. In laying plans for the re-capture of foreign trade she intends to reconstitute her Diplomatic Service from among men who have passed their lives in foreign trade, lived abroad, studied foreign peoples and their methods, and who understand how their trade is carried on or fostered. That is a sane and logical thing to do, and touches us on a sore point, for the British Diplomatic Service has not been conspicuous for the success with which it has advanced the trade interests of the Empire. Germany's merchant diplomats will soon be loosed upon the world. They will stick at nothing. In the countries to which they are accredited, "newspapers" will be bought, or new ones created. A commercial spy system will be organised. Money will be lavished on propaganda. These and other things are to be expected. The new German agents will be loosed upon the world.

NOTICE

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UNSEXED.

WOMAN'S CHALLENGE TO  
DISGRUNTLED MAN.

Priscilla E. Moulder writes in the *Daily Chronicle* as follows:—  
How many times, I wonder, have I heard men describe women "unsexed"? Perhaps it is because I am more than ordinarily dense, but at any rate the fact remains that I have never been able to understand exactly what a man means when he says a woman is "unsexed." In its explanation of the word "unsexed" the dictionary does not give much help. It simply states that the definition of "unsex" is: "To make otherwise than the sex commonly is; to deprive of womanly feelings." So far, so good.

Case No. 1 is a man of my acquaintance who has always been much addicted to railing against modern women because he declares that to-day they unsex themselves more than they have ever done in any previous age of the world's history. One thing, however, I was not long in finding out: all his arguments invariably lead up to one point. Present-day women he declares, have got the Parliamentary franchise, and, in his opinion, when that fateful day arrived when the great privilege of the vote was conceded to women they at once became "unsexed" in the bulk. When pressed for a reason as to why it should "unsex" a woman to record a Parliamentary vote, and not unsex her to give a County Council or a School Board vote, he always loses his temper and says uncomplimentary things about women in general.

A MIND OF HER OWN.

Case No. 2 declared in my hearing: "My wife would never think of speaking in public, giving her opinion in opposition to mine, or doing any other of the 'unsexed' things women are guilty of nowadays." In this particular case I did not take the trouble to dispute the point. Happening to be well acquainted with both husband and wife, I felt morally certain that the latter scarcely knew she possessed a soul or opinion of her own.

Case No. 3 contends that women "unsex" themselves by wearing short skirts and showing their ankles. Wasn't it John Ruskin who said that he had lost all faith in women when they began to be street scavengers? Really, it is an uncommonly hard task for women to satisfy men!

Case No. 4 storms and raves over the question of women smoking. He lays down the law in no uncertain terms to the effect that a woman who indulges in only an occasional cigarette is quite "unsexed." But, bless me, I have known, and still know, women who smoke, and the habit certainly does not seem "to make otherwise than the sex commonly is," neither can it be said that it has deprived them of "womanly feelings"—at least, as far as I am able to judge. I might continue with a dozen more cases, some claiming that it "unsexes" women to do one thing, and some another, but no two agreeing on the point.

CABS AND BICYCLES.

I can well remember the time when men said that women "unsexed" themselves by riding a bicycle, or using a hansom-cab. Again, how many times have women been accused of "unsexing" themselves by taking an interest in things outside the domestic sphere? As for a woman who dared to raise her voice on a public platform, why, she has sinned so many times beyond the hope of pardon that she appears to have grown callous on the subject. Nowadays she snaps her fingers defiantly and declares she does not care a fig what the men may say about her conduct. In this respect, Harriet Martineau, George Eliot, Mary Somerville, Elizabeth Fry, Charlotte Brontë, Annie Besant, Josephine Butler, Lady Henry Somerset, Mrs. Henry Fawcett, Mrs. Pankhurst, have all been accused of unsexing themselves in one way or another.

SOCIAL VIEWS.

Even to-day—that is, if one takes any notice of the expressed opinions of the majority of men—a woman must not know anything about the degradation of her own sex. At any rate, she must act and talk as though she were

ignorant of the matter, because if she confesses her knowledge she must "unsex" herself by so doing. It is a point worth considering that a man seldom says a woman is "unsexed" when she sells herself body and soul in a loveless marriage, or in the open market of vice and infamy. However, should she venture to hold her own opinion about marriage or ventilate her views on the non-advisability of bringing a large family into the world, she is at once labelled as "unwomanly." In the United Kingdom to-day women are engaged in all kinds of hard manual labour. They work on the land, at pit mouths, as dust sorters, in factories and work-shops, as nail and chain makers, yet, comparatively speaking, very few men can be found to claim that they "unsex" themselves by so doing. In all the foregoing occupations women were engaged largely before the war. On the outbreak of war women were invited to take up work in a score of new directions, and no one accuses them of being "unsexed." They have acted as train conductors and drivers, railway booking clerks and carriage cleaners, milkmen, grocers' assistants, dispensers, doctors, while on the land women have done all the work previously done by men.

THE WOMAN'S FAULT.

How many men will claim that it "unsexes" a woman to be a nurse, or dance attendance on a doctor in any capacity. The curious part is that in the estimation of countless men she is "unsexed" by being a doctor, or by studying anatomy, biology, or physiology. Before the war women were lectured because they aspired to be doctors. During the war they were implored to come forward in large numbers to be trained as doctors and chemists. Where is the much-vaunted logic in which men are popularly supposed to be so proficient? Sometimes one is driven to the conclusion that there is a great deal of truth in the old adage:

"Men have many faults women only two."

There's nothing right they say, and nothing right they do. I am patiently waiting to hear that some man has said that it "unsexes" a woman to go up in an aeroplane, or to be a wireless operator. I may as well end as I began, and once more ask the question: "When are women unsexed?" If some obliging "lord of creation" will kind enough to solve the problem and take the definition so clear that she who runs may read I for one shall be grateful.

LAWN TENNIS.

JUNIOR LEAGUE MATCH.

Y.M.C.A. met Kowloon Cricket Club on the K.C.C. ground last evening, the Y.M.C.A. winning by 55 games to 44. Scores:—  
O. Rumiabn and C.S. Chan beat Brown and Frost 9-2; beat Grey and Atkinson 8-3; beat Wheeler and Taylor 7-4.  
Y. H. Lin and Lo Ching beat Grey and Atkinson 6-5; beat Brown and Frost 7-4; beat Wheeler and Taylor 6-5.  
A. A. Rumiabn and D. Laing lost to Grey and Atkinson 4-7; lost to Brown and Frost 4-7; lost to Wheeler and Taylor 4-7.

LAST BIG MINE SWEEP.

"ALL CLEAR" NEXT NOVEMBER.

Mine sweepers of the British Navy and the American Navy are now (June 15) engaged in making a final grand sweep of the North Sea, so the *Daily Chronicle* learns. The work is being shared equally between the two fleets, and the "All clear" may be expected some time about the end of November. But this signal will, of course, apply only to the removal of moored mines, and not to a few elusive "strays." There are over 400 British mine-sweepers in the North Sea at the present time, and their business is to gather up what are left of the 100,000 mines that were laid down during the war. British moored mines still exist off the Belgian, Danish, Dutch, German, and Norwegian coasts. The American mine-sweepers, which have just got to work, are stationed up by the Orkneys. The Americans laid the large minefields which practically stretches from the Orkneys to the coast of Norway, and the removal of this lengthy chain of mines is the task of the American fleet. The British mine-sweepers are now engaged in the removal of the mines which were laid down during the war.

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HOTEL MANSION.

M. P. FOR MACAO.

MR. DA ROCHA LEAVES FOR LISBON.

Among the passengers by the Empress of Asia which left this morning, is Mr. Manuel Ferreira da Rocha, who is going to Lisbon to take up his post in the Portuguese Parliament as Deputy for Macao. He was elected by the citizens of Macao on Sunday. Mr. Rocha is very popular in Macao, Hongkong and Shanghai. He has been Colonial Treasurer, Colonial Secretary and Acting Governor of Macao for a long time. His services have been appreciated by the Community and the Macao Government. It is confidently expected that as M. P. for Macao Mr. da Rocha will get sanction for various improvements of Macao. Mr. da Rocha is accompanied to Lisbon by his wife.

ROBBED HIS MOTHER.

A Chinese woman was the cause of her son's arrest and conviction to-day when he was sentenced at the Police Court to six weeks' hard labour for stealing a pair of bangles and a sum of \$30 from his mother. It appears that he stole the bangles and money from a chest of drawers and disappeared. His mother kept a sharp look-out and spying him in the street, had him arrested. It was stated by the Police that the boy had been in an English school for four years. He was a bad boy and refused to do any work. After committing the theft he sold one bangle to a goldsmith by whom it was immediately melted up. The other bangle was found under his arm when he was arrested. The boy told the Magistrate that he had borrowed the money from his mother and had used it for his own purposes. He was sentenced to six weeks' hard labour for stealing the bangles and the money.

AN AMERICAN PASTOR'S STORY.

The Rev. William R. Brock, of Berwyn, Oklahoma, recently related the following personal experiences:—

"When I was a boy of about twelve years," said he, "I had what a boy seldom has—rheumatism. I had been in bad health for some months and was taken out of school on account of it. But I kept getting worse and at one time could hardly get around. This, I suppose, undermined my health and was the cause of my later troubles."

"Some time ago I became very weak, had a severe pain in my side almost all the time and, when I walked any distance, I became out of breath, with a feeling of burning at the heart. My head and limbs would ache fearfully, especially at night. Then my rheumatism came on again and, later, I had a dry hacking cough which nearly drove me distracted."

"A friend in Texas, some years before had told me of the benefit he had received from Dr. Williams' pink pills, and finally I was induced to try them by an article in a paper which told of their correcting a case similar to mine. I took them and they made me well."

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## SHIPPING NEWS.

## THE SHIPPING EXHIBITION.

Lord Weir has promised to open the Shipping, Engineering and Machinery Exhibition at Olympia on September 25th next. This exhibition, of which Sir Owen Phillips, G.C.M.G., M.P., in hon. president Sir Archibald Bann, Bart., chairman of the committee of experts, and Mr. F. W. Bridges, secretary and organising manager, and which was to have been held in the autumn of 1914, but in common with other important events had to be postponed on account of the war, will afford the general public an opportunity of becoming acquainted with the luxury, comfort and ease of present-day sea travel. The interval which has since elapsed has, moreover, afforded British engineers an opportunity of introducing vast improvements in connection with marine and general engineering, with the result that Olympia will be full to overflowing with machinery and appliances of intense interest to all concerned with the shipping, shipbuilding and engineering industry, and the exclusion of everything of enemy origin will enable the British public to see how absolutely independent we can be of anything produced in enemy countries, at any rate as regards this particular industry. The exhibition is to remain open for three weeks.

## SHIPS LYING IDLE IN PORTS AND DOCKS.

Many complaints are being made at Home about the congestion of shipping at the ports and in docks. Vessels remain for days unable to discharge their cargoes or load fresh ones, and this has a reflex effect on the general trade of the country. The trouble is assuming proportions which may before long prove to be disastrous if some remedy is not soon found. The port and Transit Executive Committee, of which Sir Norman Hill is the chairman, is doing its best to press the matter on the attention of the Government, but the committee has no executive authority, in spite of its name. A leading shipowner, in conversation with a representative of the Daily Chronicle recently, declared that matters were getting worse and worse at the ports. "The reason is quite simple," he said, "For the past few years the Government have been putting every obstacle in the way of the use of ships for the transport of goods. This did not matter so much during the war, as imports had to be restricted as much as possible; but now that we have returned to normal times it is having its effect. There was a time when traders made every effort to make use of water-carriage for their goods. Here is a map which shows the density of population in 19 areas in this country. You will see that 13 of these, containing 27,000,000 people, are all near the coast, indicating that trade gravitates to the ports. But now the Government seems to be doing everything to invite traders to use the railways as much as possible, and these are carrying goods at less than cost, so that it pays to send them by rail rather than by coasting steamers. The consequence is that the railways cannot find rolling stock sufficient to handle the traffic which is piled upon them; warehouses and quays are choked; and shops are held up for weeks together. Let me give you an illustration of this. A large trade is done at Avonmouth in food-stuffs for South Wales. Before the war the rate for this from Avonmouth to Cardiff by rail through the Severn tunnel was 8s. per ton. It cost the company 1s. to collect and is a ton to distribute. Under pre-war conditions coasting steamers could compete for this traffic, and did so successfully. But to-day the railway company has to pay 4s. a ton for collection and the same for distribution, and consequently carries the goods for nothing, being able to do this only by means of the Government subsidy. The coasting steamers, not enjoying this benefit from the taxpayers, cannot compete. The same thing is going on all over the country. Goods come in big vessels to the big ports which can take them. The smaller vessels are idle, and the railways are full. The result is that the railways are overworked and the coasting steamers are idle."

Lord Weir has promised to open the Shipping, Engineering and Machinery Exhibition at Olympia on September 25th next. This exhibition, of which Sir Owen Phillips, G.C.M.G., M.P., in hon. president Sir Archibald Bann, Bart., chairman of the committee of experts, and Mr. F. W. Bridges, secretary and organising manager, and which was to have been held in the autumn of 1914, but in common with other important events had to be postponed on account of the war, will afford the general public an opportunity of becoming acquainted with the luxury, comfort and ease of present-day sea travel. The interval which has since elapsed has, moreover, afforded British engineers an opportunity of introducing vast improvements in connection with marine and general engineering, with the result that Olympia will be full to overflowing with machinery and appliances of intense interest to all concerned with the shipping, shipbuilding and engineering industry, and the exclusion of everything of enemy origin will enable the British public to see how absolutely independent we can be of anything produced in enemy countries, at any rate as regards this particular industry. The exhibition is to remain open for three weeks.

## SHIPPING.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI... 10th Aug. at 8 p.m.  
 SHANGHAI & TSINGTAO... 12th Aug. at 8 p.m.  
 SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amidships. Electric Light and Fans in Saloon and State-room. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, agents.

Telephone No. 36. Hongkong Aug. 7, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjiuwong	Java	6th Aug.	11th Aug.	Japan
Tjilatjap	Java	12th Aug.	18th Aug.	Japan
Tjikini	Shanghai	16th Aug.	18th Aug.	Japan
Tjimancock	Java	18th Aug.	4th Sept.	Java
Tjipanas	Java	25th Aug.		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days)

Steamships	Captain	Leaving
Haitan	A. H. Stewart	FRI. 8th Aug. at 1 p.m.
Haibong	J. W. Evans	TUES. 12th Aug. at 1 p.m.
Quinnebaug	Medina	FRI. 15th Aug. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
Kobe	Kumsang	Fri. 8th Aug. at noon.
Manila	Loosang	Fri. 8th Aug. at 3 p.m.
Shanghai	Choysang	Sat. 9th Aug. at 8 p.m.
Kobe	Namsang	Tues. 12th Aug. at 5 p.m.
Tientsin via Wei & C'oo	Chipsang	Wed. 13th Aug. at 8 p.m.
Shanghai	Tungshing	Thurs. 14th Aug. at 8 p.m.
Manila	Yuesang	Fri. 15th Aug. at 8 p.m.
Straits & Calcutta	Yatsing	Sat. 16th Aug. at 3 p.m.
Straits & Calcutta	Fooksang	Sat. 23rd Aug. at 3 p.m.

CALCUTTA LINE.—This line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, passenger calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Canton and Yangtze Ports via the Shanghai.

Through Bills of Lading are issued to all Wharves and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haikong when independent of the main line.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having a cargo hold, and through tickets can be obtained for Sandakan and Tumpuan Ports via the Shanghai.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

## Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce, on arrival at destination, passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON &amp; CO., LTD.

Telephone No. 215.

General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	To	Date of sailing	Date of arrival
ST. ALBANS	Sydney via Queenland	12th Aug.	19th Aug.
EASTERN	Melbourne via Queenland	20th Aug.	27th Aug.

The above steamers have excellent accommodation for First Class Passengers, and through tickets can be obtained for Sydney, Melbourne, and other Australian ports via the Shanghai.

Through Bills of Lading are issued to all Wharves and Yangtze Ports via the Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.  
"ALTAI MARU" ... Friday, 28th August.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Wednesday, 10th Sept.  
BOMBAY & COLOMBO—Regular fortnightly service via Spore.

"KASADO MARU" ... Wednesday, 13th Aug.  
BURMA MARU ... Monday, 1st Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"SHISEN MARU" ... Monday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 18th Aug.  
"CANADA MARU" ... Monday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Friday, 15th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 14th Aug.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO. LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

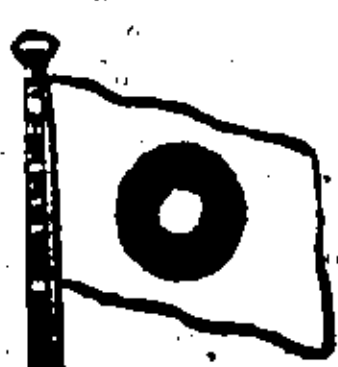
REGULAR SERVICE FOR  
FREIGHT BETWEEN  
HONGKONG,  
BANGKOK  
and/or  
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 147 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, DALLAO, HATANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAYAO, BANGKOK, SAIGON, YEDVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,  
M. HASHIMOTO,  
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDRIDGE" ... 15th.

"EDMORE" ... August 21st.

"WEST HEPPBURN" ... Middle Sept.

For PORTLAND direct.

"COAXET" ... About August 25th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478 5th Floor, Bank Building.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE.

FOR SAN FRANCISCO.

"TANCRED"

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched.
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JAPAN AND COAST PORTS.

Swatow and Bangkok	Kueichow	B. & S.	7. Aug.
Shanghai	Kwangse	B. & S.	7. Aug.
Haiphong via Hoihow	Taksang	J. M. Co.	7. Aug.
Kobe	Kwongseing	J. M. Co.	7. Aug.
Manila	Kur-sapz	J. M. Co.	8. Aug.
Swatow, Amoy and Foochow	Loongsang	J. M. Co.	8. Aug.
Shanghai	Haitan	D. L. Co.	8. Aug.
Shanghai	Phrysang	J. M. Co.	9. Aug.
Calcutta via Ports	Feen	B. & S.	10. Aug.
Bombay and Colombo	Yeboshi M.	N. Y. K.	10. Aug.
Japan	Totomi M.	N. Y. K.	10. Aug.
Shanghai and Tsingtao	Tjiliwong	J.C.J. L.	11. Aug.
Swatow, Amoy and Foochow	Chenan	B. & S.	12. Aug.
Kobe	Haihonz	D. L. Co.	12. Aug.
Tientsin via Weihaiwei & Chefoo	Vamsang	J. M. Co.	12. Aug.
Genoa	Chipsing	J. M. Co.	13. Aug.
Shanghai, Kobe and Yokohama	Kasado M.	O. S. K.	13. Aug.
Shanghai	Kosoku M.	N. Y. K.	13. Aug.
Takao via Swatow and Amoy	Tungahing	J. M. Co.	14. Aug.
Swatow, Amoy and Foochow	Soshu M.	O. S. K.	14. Aug.
Keelung via Swatow and Amoy	Quinebauz	D. L. Co.	15. Aug.
Manila	Amakusa M.	O. S. K.	15. Aug.
Straits and Calcutta	Yuensang	J. M. Co.	15. Aug.
Java	Yatsing	J. M. Co.	16. Aug.
Japan	Tjiki	J.C.J. L.	18. Aug.
Straits and Calcutta	Tjilatjap	J.C.J. L.	18. Aug.
Saigon, Bangkok & Singapore	Pooksang	J. M. Co.	23. Aug.
	Shisen	O. S. K.	1. Sept.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Liubarnard, from Shanghai.

Mr. Chungkanyue, c/o Liang-yuanchee, No. 24 Bonham Road, from Shanghai.

Chinese Hotel, Cheechinghin, from Amoy.

Akiyama, Passenger, Celebes Maru, c/o Osaka Shosen, from Osaka.

Kimink, from Tokyo.

Retransmitted from Shingha Fred Keyston, Hongkong Hotel, from San Francisco.

Yuensuiting, 8 Tithong, from Shanghai.

Messrs. Bo Wah & Company, c/o Ah Sou Esq., from Shanghai. Shingkee, from Amoy.

T. KRING.

Superintendent.

Hongkong Aug. 1st, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Barlow, from Madras.

Bloomberg, from Racine Wis.

Miss Barnes, Bauvard Co., from Harbin retransmitted from Singapore.

Sebbi, from Shanghai.

Springer, from San Francisco.

D. de H. FARRANT.

Superintendent.

Hongkong, July 31, 1919.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS

THE Company's Steamship

"IYO MARU,"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 15th August, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 6th August, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"AUTILOCHUS"

are hereby notified that the Cargo will be discharged into Holi's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 6th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 6th August, 1919.

MOVEMENTS OF STEAMERS.

The Admiral Line s.s. ELD-RIDGE (Seattle Line) sailed from Kobe August 1st, and is due at Hongkong August 14th, via Moji and Shanghai.

The Admiral Line s.s. WEST-MUNHAM (Portland Line) sailed from Shanghai July 29th, for Portland via Nagasaki, Kobe and Yokohama.

The Admiral Line s.s. WEST-ERN KNIGHT (Seattle Line) sailed from Shanghai July 28th, and is due at Hongkong about August 12th, via Manila.

The Admiral Line s.s. ED-MORE (Seattle Line) sailed from Seattle July 16th, and is due at Hongkong about August 23th, via Yokohama and Kobe.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 1st August, and is expected here on the 23rd August.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 20th August.

The N. Y. K. s.s. KITANO M. (European Line) left Shanghai for this port on the 5th August, and is expected here on the 8th August.

The R. M. S. MONTEAGLE arrived at Shanghai, on 3rd Aug. leaves there 6th Aug. and is due at Hongkong on 9th Aug.

The P. & O. s.s. ARRATOON APCAR left Singapore for this Port on the 3rd instant, and is due here on the 8th instant about afternoon.

The P. & O. s.s. GABLONZ which left London about 26th June, is due at Singapore about 8th August.

The s.s. HAROLD DOLLAR is due to arrive on the 24th inst. from via Vancouver via Karatsu and Shanghai.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco Office advising that the s.s. CHINA, Voy. 19 Home, arrived at that port on July 27th, in accordance with schedule.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

WORKS LEVEL.		
	1918.	1919.
Byram	6th. cin. Below overflow	5th. cin. Below overflow
Byram	11th. cin. Below overflow	7th. cin. Below overflow
Byram-- Byram Inter- machine.	12. cin. Below overflow	Level with Byram
Byram--Bak.	30th cin. Below overflow	22th. cin. Below overflow
Wong--Nat. Canal.	5R. cin. Below overflow	6R. cin. Below overflow



"UNOFFICIAL" TITLE  
WON BY MITCHELL

For Particulars Apply to—  
S. SAYEKI, Manager,  
No. 11, Pedder Street, Hongkong.

84 and after paying a dividend of Tls. 0.25 per share and a small bonus to the manager, it is proposed to write off from Develop-

## NOTICES

Sole Agents: **THE CONNAUGHT MOTOR CAR COMPANY,** Tel. No. 1913.  
28, Des Voeux Rd. Central.  
G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car  
At a price within the reach of all.

A Consignment of Studebakers has just been landed.  
Inspection and Enquiries are cordially Solicited.

## EVERY DROP OF



Brandy is unequalled as a pleasant whole-some stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.

Sole Agents.

**H. RUTTONJEE & SON.**

Wine & Spirit Merchants.

16, Queen's Road, Central, HONGKONG.

## M. Y. SAN &amp; Co., Ltd.

HONGKONG.

## HIGH CLASS CONFECTIONERS

AND

## BISCUIT MANUFACTURERS,

Well known for best Materials, up-to-date Machinery and Cleanest Work in the Orient.

HEAD OFFICE:

Nos. 92-100 Queen's Road, Central.

FACTORY:

Nos. 141-145, Wanchai Road.

Branches at Manila, Singapore, Shanghai and Canton, China.

## HONGKONG TAILORING CO.

## LADIES AND GENTS TAILORING

## DRAPERS, &amp;c.,

No. 1c, D'Aguilar Street, Central.

HONGKONG.

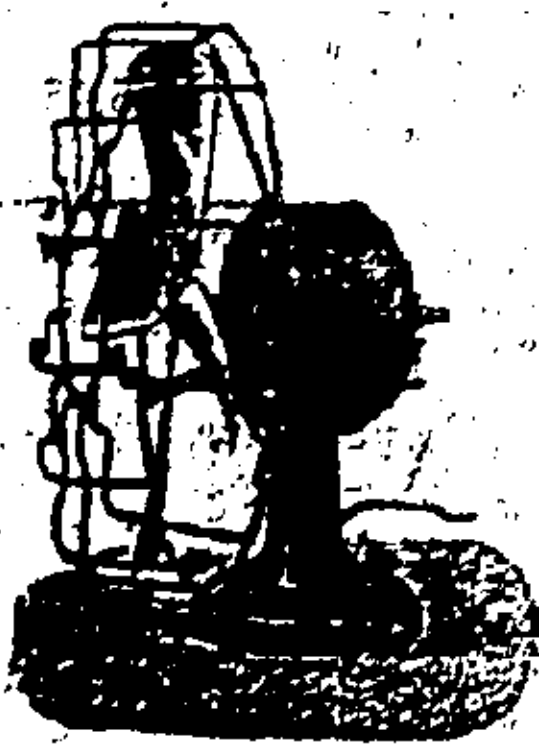
TEL. 2880.

## WILLIAM C. JACK &amp; CO., LTD.

WHATEVER IS WORTH DOING IS WORTH DOING WELL

Is the motto of our Wanchai Workshops. They are equipped for:-

General Engineering and Electrical Work  
Electro silver and nickel Plating  
Tinning, lacquering and Bronzing  
Repair work of any description  
And above all our prices are right and we can give prompt delivery.



## SWATOW DRAWN WORK CO.,

No. 14 Des Voeux Road, Central.

IN ORDER TO PREPARE ROOM FOR A LARGE QUANTITY OF NEW GOODS, ARRIVING SHORTLY ALL GOODS IN STOCK WILL BE SOLD AT BARGAIN PRICES AT OUR

## CHEAP SALE

WHICH CLOSES ON AUG. 15 THIS IS A UNIQUE OPPORTUNITY TO BUY FINEST LACES, DRESS PATTERNS, UNDERWEAR, HOSIERY, VARIOUS KINDS OF FANCY GOODS, ETC.

## NOTICE

## Yorkshire Insurance Co., Limited.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO. AGENTS.**

## 理代泰豐榮

A Flax Milk Food for Infants, Invalids and Nursing Mothers cannot be obtained.  
A large consignment just to hand, prices very moderate.

## 粉奶牛洲澳



**SHIU FUNG TAI & CO.**

Agents:

For Hongkong and South China.

No. 41A, 44, Commercial Road Central, Hongkong.

Telephone Nos. 1299 & 2222.

## EXCHANGE.

## SELLING.

Hongkong, 7th August 1930.

T/T	3.8
Demand	3.8 3/4
30 d.s.	3.8 5/16
60 d.s.	3.8 7/16
4 m.s.	3.8 9/16
T/T Shanghai	Nom.
T/T Singapore	156 1/2
T/T Japan	162
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	80 1/2
T/T Java	208 1/2
T/T Marks	Nom.
T/T France	5.90
Demand, Paris	5.90 1/2

## BUYING.

4 m.s. L.C.	3.9 1/4
4 m.s. D.P.	3.9 1/4
6 m.s. L.C.	3.9 3/4
30 d.s. Sydney and Melbourne	3.9 3/4
30 d.s. San Francisco & New York	81 1/2
4 m.s. Marks	Nom.
4 m.s. France	6.10
6 m.s. France	6.16
Demand, Germany	Nom.
Demand, New York	80 3/4
T/T Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	166
Demand, Singapore	156 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	42
Sovereign	5.40 Nom.
Gold leaf per Tael	36.40
Bar Silver, per oz.	57

## SUBSIDIARY COINS

DISCOUNT PER 100

Hongkong, 5th Aug.

## NOTICE

All persons with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.  
All persons with certain exceptions (who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916 Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.

THE HONGKONG & SOUTH CHINA WAR VINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.  
Honorary Secretaries & Treasurers.  
Hongkong, 15th January 1919.

## PEAK TRAMWAYS CO., LTD

TIME TABLE	WEEK DAYS	Every Minute
7.00 a.m. to 8.00 a.m.	10 min.	10 min.
8.00 a.m. to 9.00 a.m.	10 min.	10 min.
9.00 a.m. to 10.00 a.m.	10 min.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.	10 min.
11.00 a.m. to 12.00 p.m.	10 min.	10 min.
12.00 p.m. to 1.00 p.m.	10 min.	10 min.
1.00 p.m. to 2.00 p.m.	10 min.	10 min.
2.00 p.m. to 3.00 p.m.	10 min.	10 min.
3.00 p.m. to 4.00 p.m.	10 min.	10 min.
4.00 p.m. to 5.00 p.m.	10 min.	10 min.

NIGHT CARS.  
8.50 p.m. to 9.20 p.m., 9.20 p.m. to 11.00 p.m., every 30 minutes 11.45 p.m. to 12.00 midnight.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 9.00 a.m. Every 15 min.

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7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 9.00 a.m. Every 15 min.

## NOTICES



EMBASSY CIGARETTES ARE  
UNQUESTIONABLY THE  
FINEST VIRGINIAN CIGAR-  
ETTES MANUFACTURED.

A SHIPMENT OF THIS WELL-KNOWN  
BRAND PACKED IN CONVENIENT AIR-TIGHT  
TINS OF 25 CIGARETTES HAS JUST ARRIVED.  
THEY ARE ALSO OBTAINABLE IN 50'S TINS  
AND 10'S BOXES.

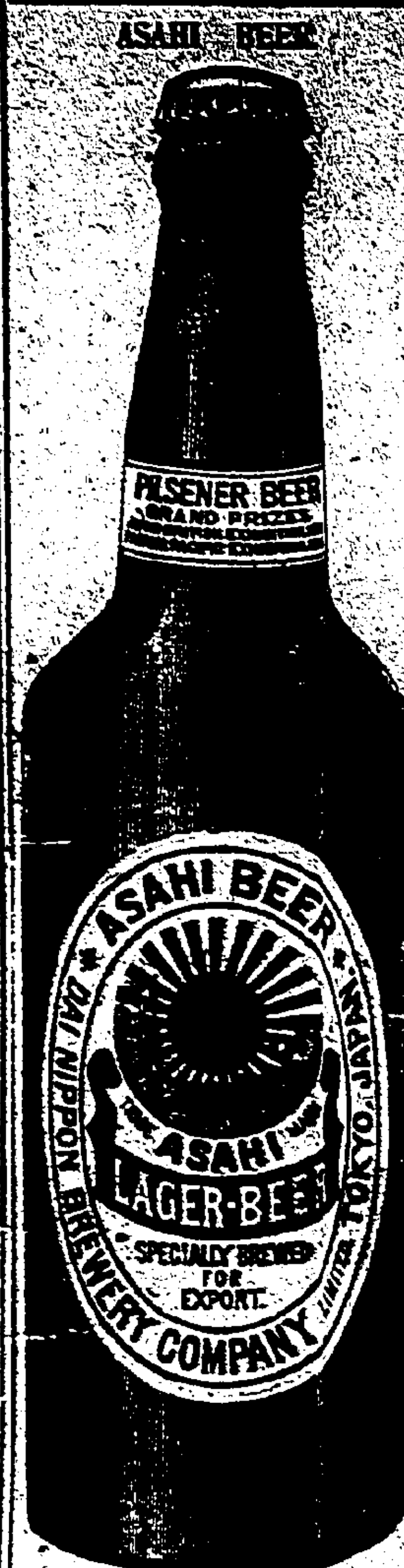


This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE  
QUOTATIONS

## OFFICIAL PRICES

Banks	
H.K. & S. Banks	\$690
Marine Insurance	
Cantons	b. 430
North China	b. 420
Unions	b. 205
Yangtze	b. 280
Far Eastern	b. 43
Fire Insurance	
China Fire	n. 138
H. K. Fire	b. 340
Shipping	
Douglases	b. 96
Steamboats	b. ex div. 24 1/2
Indos (Prof.)	n. 33
Indos (Def.)	b. 189
Shells	sa. ex all 190 1/2
Ferries	b. 35 1/2
Refineries	
Sugars	b. 184
Malabona	b. 45
Mining	
Kailans	b. 60 1/2
Langkats	b. 19 1/2
Shanghai Loans	n. 19 1/2
S'hai Explorations	b. 210
Raube	b. 44 1/2
Tronchs	b. 45 1/2
Ural Caspian	b. 45 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	n. 99 1/2
K. Docks	n. 167
S'hai Docks	n. 121
N. Engineerings	n. 226
Lands, Hotels & Buildings	
Centrals	b. 109 1/2
H.K. Hotels	n. 124
L. Inves t.	b. 121 1/2
H'phreys Est.	b. 8 1/2
K'lon Lands	n. 46
L. Reclamations	n. 175
West Points	b. 94
Cotton Mills	
Ewos	n. 4313
Kung Yik	b. 429
Leu Kung Mows	n. 207 1/2
Oriental	n. 112
S'hai Cottons	b. 2205
Yangtzepeos	b. 15 1/2
Miscellaneous	
Cements	n. 8 1/2
China Borneo	n. 13
Do. Light B. 5.80 old b. 1.80 new	b. 13
China Providents	b. 9
Dairy Farms	b. 30
Electric H.K.	b. 78
Electric Macao	b. 34
Hongkong Ropes	b. 33
Hk. Tramways	b. 8 1/2
Peak Trams, old b.	73 1/2
Do. new b.	80 cts.



AGENTS  
Mitsui Bussan Kaisha.

Steam Laundries	b. 33 1/2
Steel Foundries	n. 13
Water-boats	b. 16
Watsons	b. 5.40
Wm. Powells	b. 12
Wisemans	b. 29

Hongkong, Aug. 7, 1919.

## HOTELS.

## THE PEAK HOTEL

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF  
MRS. BLAIR.

## KING EDWARD HOTEL

CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address: "VICTORIA"  
J. WITCHELL,  
Manager.

## The Hongkong Hotel Co., Ltd

Operating:-

THE HONGKONG HOTEL The leading Hotel in the Far East.

THE REPUBLIC BAY HOTEL (opening in the Summer of 1919) The coming seaside resort of South China.

THE HOTEL MARSHES (Office premises) (The headquarters of the Canadian Pacific Ocean Fisheries, and the leading American business concerns)

The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel's Main Office, or representative will call on communicating with

Telephone No. 451, Catering Department.

Telephone No. 1473, Manager.

J. R. TAGGART,  
Manager.

## KINGSLERE HOTEL MID-LEVEL

## CRAIGIEBURN HOTEL THE PEAK

## KNUTSFORD HOTEL KOWLOON

## SACHSE LENNOX &amp; Co. General Agents

Are resident Managers.

## THE CARLTON HOTEL

1000 FEET ABOVE SEA LEVEL, IN THE COCONUTS

ICE HOUSE STREET

Also and solely for only a few minutes, South from the Banks and Canal District, 21, Belmore Street, Canton, Hongkong, and the leading American business concerns.

Telephone No. 1473, Manager.

## SHIPPING.

## VESSELS ARRIVED.

Antiochus, 5795, Br. Capt. Houghton, Liverpool, B. & S. Mooring—H. Wharf.  
Haitan, 1182, Br. Capt. Stewart, Foochow, D. L. Mooring—Wharf.  
Changchow, 1203, Br. Capt. Partidge Swatow B. & S. Mooring—Junk Bay.  
Kanchow, 1222, Br. Capt. Cowan, Bangkok, B. & S. Mooring—C 40.  
Namwan, 270, Port. Capt. Costa, Hoibow, Un Pak Leong—Mooring—C 41.  
Chuenon, 235, Ch. Capt. Jorge, Hoichow, Luen Yik—Mooring—C 45.  
Awa Maru, 6037, Jap. Capt. Hilda, Kobe, N. Y. K.—Mooring—A 3.  
Fushiki Maru, 1063, Jap. Capt. Hachidewto, Keelung, M. B. K.—Mooring—Wharf.  
Kafo Maru, 1126, Jap. Capt. Kumira, Keelung, O. S. K.—Mooring—B 30.  
Daitaku Maru, 691, Jap. Capt. Hirano, Keelung, O. S. K.—Mooring—C 0.

## VESSELS CLEARED.

Empress of Asia for Vancouver  
Iyo Maru for Kobe  
Shunchoong for K. C. Wan  
Teau for Canton  
Daitaku Maru for Keelung  
Awa Maru for London & A'werp  
Haldie for Manitina  
Kweichow for Bangkok  
Jade for Haiphong  
Diva for Bangkok

## METEOROLOGICAL

Previous.

Day On date On date.

Barometer	29.87	29.88	29.85
Temperature	82	83	80
Humidity	77	78	75
Wind Direction	W	W	W
Wind Force	3	3	3
Clouds	100	100	100
Sea	100	100	100
Forecast	100	100	100

## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Straits—ARRATOON APCAR, 8th Aug.  
Shanghai—Per MONTEAGLE, 9th Aug.  
Shanghai—Per CHENAN, 9th Aug.  
U.S.A., Canada and Japan—Per NANKING, 13th Aug.

## OUTWARD MAILS.

Japan via Kobe—Per KUM-SANG, 8th Aug., 11 a.m.  
Fort Bayard—Per WA SUN, 8th Aug., 11 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 8th Aug., noon.  
Philippine Islands—Per LOONG-SANG, 8th Aug., 2 p.m.

Shanghai and North China—Per TEAN, 8th Aug., 3 p.m.  
Japan via Yokohama—Per KOYEI MARU, 8th Aug., 5 p.m.

Japan via Moji—Per ANTILOCHUS, 8th Aug., 5 p.m.  
Shanghai and North China—Per CHOYSANG, 8th Aug., 5 p.m.

Tourane—Per KWAI WAH, 8th Aug., 5 p.m.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSEILLES—Per KITANO MARU, 8th Aug., 5 p.m.

SATURDAY, 9TH AUGUST.  
Sandakan, Australia and New Zealand via Thursday 10th.  
PARITSAHARU, 10th Aug.  
Rangoon, 10th Aug.

## WEATHER REPORT.

August 7d. 10h. 37m.—Warning "to Hongkong, Phulien Coast Ports, etc.—Typhoon in Lat. 20° N. Long. 121° E., direction W. velocity 4 to 8 m.p.h."

August 7d. 12h. 30m.—No returns from Vladivostok, Japan and Weihaiwei. Pressure has increased slightly along the east coast of China; decreased slightly along the south coast, and moderately over Formosa.

There is a typhoon between Formosa and Luzon. At 6 a.m. this morning it was situated near Batan Island moving westward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 47.41 inches against an average of 55.04 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast
1 Hongkong to Gap Road,	W. to N. winds, freshening, fair to fine, some rain later.
2 Formosa Channel,	N.E. gale.
3 South coast of China b-}	The same
between H.K. and Lamooka as No. 1	
4 South coast of China b-}	The same
between H.K. and Hainan as No. 1	
C. W. JEFFRIES, Chief Assistant.	
Hongkong Observatory, Aug. 7th 1919.	

Canada, United States, C. & S. America & EUROPE via SAN FRANCISCO—Per BINTANG, 9th Aug., Registration 3.15 p.m. Letters 4 p.m.

Shanghai and North China—Per TEAN, 9th Aug., 5 p.m.

MONDAY, 11TH AUGUST.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUZ—Per NELEUS, 11th Aug., Registration 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Saturday, 9th Aug., at 5 p.m.

Shanghai and North China—Per CHENAN, 11th Aug., 5 p.m.

TUESDAY, 12TH AUGUST.  
Swatow and Bangkok—Per KANCHOW, 12th Aug., 10 a.m.

**VICTORIA THEATRE**  
TO-NIGHT 8th SUNDAY  
ANOTHER FINE PICTURE  
"THE TEST"  
With a very strong plot  
A HAROLD LLOYD COMEDY  
"THE DUTIFUL DUB"  
TO-DAY'S MATINEE  
"THE VICAR OF WAKEFIELD"  
Booking at ANDERSON'S.

**THE CORONET**  
TO-NIGHT!  
At 5.15 & 9.15 p.m.  
THE REAL ROOSEVELT  
RAINEY'S  
"HEART OF THE JUNGLE"  
Coney Island.  
At 7.15 p.m.  
"THE BULL'S EYE"  
Episodes 3 & 4.

Booking at ROBINSON'S. USUAL PRICES.

**THEATRE ROYAL**  
RETURN ENGAGEMENT FOR A SHORT SEASON OF THE MOST POPULAR COMPANY THAT EVER PLAYED IN HONGKONG  
**BANVARDS**  
AMERICAN MUSICAL COMEDY COMPANY  
IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS COMMENCING  
**SATURDAY EVENING - AUG. 9th**  
at 9.15 p.m.  
AND PRESENTING

SATURDAY-MONDAY Aug. 9 Aug. 11	The Speedy, Mile-a-Minute Musical Comedy "STEP LIVELY"
TUESDAY-WEDNESDAY Aug. 12 Aug. 13	A BIG DOUBLE BILL The Laughing, Musical Mix-up "THE TOURISTS" and a Head-Line Program of "VAUDEVILLE"
WED. Matinee at 5.15	
THURSDAY-FRIDAY Aug. 7 Aug. 8	The Breezy Refreshing Musical Treat "THE KING OF PATAGONIA"

Bookings now at MOUTRIE'S. Curtain at 9.15 P.M.  
Prices \$3 \$2 \$1. Matinees Sat. & Wed.  
Owing to shipping delays the performance advertised for Thursday & Friday Aug. 7 & 8 have been altered to Aug. 10 & 11.

**EUROPE HOTEL SINGAPORE**  
UNDER NEW BRITISH MANAGEMENT  
THE PREMIER HOTEL FINEST SITUATION  
EXCELLENT CUISINE  
ARTHUR E. BROWN